was extending in an easterly direction. There were nearly 100 cars plying on the Kottayam roads with three or four services each day to Pala, Kottarakara, Mundakayam and Ernakulam. During 12 hours as many as 4,000 pupils of all ages passed along these roads daily. Kottayam, the gate-way between Alleppey and the High Range, was a central station for motor traffic. The increase in traffic had been so phenomenal that Mr. Punnose Jacob, the Member returned by the Kottayam Municipal Council, had gone to the length of suggesting that one of the volunteers in the District Hospital should be given an allowance and made house-surgeon to attend to cases of motor accidents. The Member did not believe that accidents were so alarmingly common or that the Police Commissioner had not done the needful to prevent accidents. But it was beyond doubt that the town was congested and the inhabited areas adjoined the roads and backwaters. The whole scheme of roads required revision and reformation.

The Kottayam-Kumarakam road should be completed and made fit for cart traffic at once ; so also the road to Illikkal bridge. The road from the second mile of the Kottayam-Kumili road to Vadavatur, nearly a mile and a half long, should be opened for wheeled traffic. Another road requiring improvement was the one running from the 8th mile of the Kottayam-Kumili road to the Putupalli road.

DEWAN'S REPLY : Mr. Abraham, as you were not able to intimate beforehand the particular topics on which you were going to speak, you must not blame me for not being in a position to give you definite answers except this, that during my stay at Kottayam, I shall go and look at the Kottayam-Kumarakam communication.

65. Communications in North Travancore.

MR. JANARDANA KAMMATHI PADMANABHA KAMMATHI (*Member, Muvattapuzha taluk*) first dealt with the urgent need for improving the village road to Trikkariyur from the 134th mile of the Main Central Road. There was an allotment of Rs. 20 per mile for its maintenance, but the road showed no trace of anything having been spent on it. It should be immediately improved and rendered fit for cart traffic.

The village road from the 132nd mile of the Main Central Road to the Perumpavur-Puttankurisu road was no less important than the Trikkariyur road. Only a portion of this road was fit for cart traffic ; and a sum of Rs. 500 had been provided in the current year's budget for the extension of the section from Vallampur to Vittur. But it would be immensely more useful if it were extended three and a half miles further along Mudavur to meet the Main Central Road at the 132nd mile. Should that be done, the timber from the Vittur reserved forest could be easily taken to the Muvattupuzha river and through it to the several depots. It would also be convenient if that road were rendered fit for cart traffic as far as Edapalli.

The work in connection with the Kuruppumpadi-Kuttikkal road has been suspended. If completed, the road would be of much use to the ryots of the northern parts of the Muvattupuzha taluk and the southern parts of the Kunnatnad taluk. It was therefore necessary to complete the work early.

In connection with the alignment of the North Travancore railway, he drew attention to the importance of agriculture, particularly in pepper, ginger and rubber, of the interior taluks which lacked means of communication most. Those bordering the backwaters could with much facility transport their produce in big country boats. But the people living in places bordering the forest region had only the bullock cart to go by. It was therefore very important that the proposed North Travancore railway should, though it may be costly, be aligned along the Main Central Road midway between the midland and the forest regions of North Travancore.

DEWAN'S REPLY : Mr. Padmanabha Kammathi, as regards the Trikkariyur road, an estimate is under preparation, and there is a provision in the budget.

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When you speak of a road connecting Perumpavur-Puttankurisu road with the Main Central Road. There too, an estimate is under preparation and a sum of Rs. 1,000 has been provided in the budget on this account.

2. As regards the early completion of the Kuruppumpadi-Kuttikal road, I may tell you that the work is in progress. Out of an estimate for Rs. 6,600, Rs. 1000 is allotted this year.

3. As regards the railway, I am noting your suggestion.

66. Communications in the Kunnatnad taluk.

MR. M. KRISHNA KAMMATHI JANARDANA KAMMATHI (*Member, Kunnatnad taluk, Group II*) observed that the Government had realised that North Travancore generally and the Kunnatnad taluk, in particular, was badly served in the matter of communications, and mentioned that the more important works were in relation to the following :—

(i) The southern portion of the Vellarapalli-Chitrapuzha road had alone been rendered fit for cart traffic. Estimates were ready but the work begun in 1100 was not continued in the current year, no funds having been provided in the budget. The work should, if possible, be taken up during the current year itself.

(ii) The road from Vallampur canal to Vittur would attain considerable importance with the opening of the Cochin harbour. No work was being carried out though an allotment had been made in the current year's budget for improvements.

(iii) Owing to repeated representations in the Assembly, some improvements had been made in the Kuruppumpadi-Kuttikkal trace. The construction of the two embankments necessary on the 2nd mile of the road would alone make the road fit for cart traffic, and that work should engage early attention.

(iv) Though lands for improving the Mamala-Piravam road were acquired so long ago as 1072, nothing had been done to this road, and the allotment for the current year had not yet been utilised. This was a result of the lack of continuity of policy. The work should be arranged to be undertaken immediately.

(v) The maintenance grant for the village road to Kizhakkambalam from the tenth mile of the Perumpavur-Puttankurisu road should be raised, as it had since been rendered fit for cart traffic. Rs. 100 a mile at least should be sanctioned.

(vi) The Porakad-Pepparakadavu road constructed by the ryots and surrendered to the Government should be taken over for departmental maintenance.

(vii) The preparation of the estimate in respect of the bridge across the Periyar near the Alwaye ferry should be expedited; and the work which had for a long time been pressed upon the attention of the Government and had been admitted to be necessary should soon be taken in hand.

(viii) The foot-path leading to Chempakasserikadavu (the only bathing ghat for the people on the eastern side of the Alwaye railway station) from the 9th mile, 7th furlong of the Perumpavur-Alwaye road should be improved. The cost would not exceed Rs. 300.

(ix) The village road leading to Chemparakki on the 7th mile of the Vengola road from the 3rd mile of the Alwaye-Kizhakkambalam road should be improved and made fit for cart traffic. It was only two miles long and half of it was even now in proper order. The improvement of this road would be very useful as the Edapalli-Muvattupuzha road joined the Kizhakkambalam road at the 3rd mile.

(x) The receipts from Mamala chowkey would indicate the importance of the western frontier road and also the volume of trade passing along it. Most of the roads resembled a furrowed field in winter. The Cochin harbour would enhance the importance of this road. The metalling of the entire road should be done at an early date.

DEWAN'S REPLY: Mr. Janardana Kamathi, as regards the first road you mention, an estimate for Rs. 10,565 has just been passed with reference to improvements to Chitrapuzha road which covers it.

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